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AROUND THE LAKES.

CLEVELAND.

Captain Woodruff, of the schooner D. P. Rhodes, was severely hurt by a tow line parting off Sandusky.

The schooner J. C. Harrison, ashore near Oscoda is owned at this port. It is feared that she will prove a total loss.

The owners of the steambarge Cleveland have bought a boiler from Detroit parties that was only used part of a season in the yacht Sigma it is about the same capacity of the old one.

A wrecking expedition consisting of the Ranney, Card and Forest City under the direction of Captain John Brown is being fitted out with two steam pumps, for the release of the schooner Harrison, ashore near Oscoda.

The yacht Cora, Captain Disbrow which is at Rocky River will strip and lay up there. Captain Disbrow will remain at the river in charge of her this winter. The steamyacht Winifred Captain Williams. will also go into winter quarters at Rocky River.

The new steam yacht Henry Douglass, built by the New York Power Co. for Mr. W. Leffel of Springfield, O., was in port last week on the way to Sandusky, where she will go into the fishing business the balance of the season. The will run next season in the excursion business between Lake Erie islands.

Secretary Manning has forwarded to Fred T. Hatch, recently assistant for George Tower, lighthouse keeper at this port, his appointment as keeper of the new lighthouse. He will have D. Hayden as his assistant. Mr. Cook has been appointed as Captain Tower's assistant. These are all good appointments, the men having earned recognition from the government by valuable service in the life saving crew, by swimming and in other ways, two of them having merited life saving medals of the first class for gallantry.

On another page will be found the order for the new light at this port. This structure was commenced in 1883 under contract with Smith Bros., the first crib 40 feet square being placed on a stone foundation, which seasoned until the present year when active work was begun on the superstructure for the tower, the stone and sand being brought from the Detroit river and other places by the steamer S. A Marsh, Captain Humphrey, after the crib had been raised by layers of timber. The work of putting up the iron tower, which surmounts the superstructure, was commenced on the 5th of September. The tower was brought from Charlotte, Lake Ontario, where it had been in service five years. The Leader says Mr. H. R. Crump, superintended the work of placing it in position. Mr. Crump has seen seventeen or eighteen years of government employ, first in New York then on the Gulf of Mexico, and for the last several years on the lakes. The G. A. Marsh and Captain Humphreys, both in the government service for little more than a year and a half and have taken prominent part in this work of the last few months. The propeller G. A. Marsh was built in Sandusky in the year 1879, and was purchased by Captain Humphreys of J. I. Mildred, of Toledo, in the spring of 1883. He and his boat were engaged in carrying stone for the Cleveland breakwater in the early part of that year, but later entered regular government employ and began by tending upon government work at the building of the lighthouse in the Detroit River, much the same as has been done at this port for the past few months. Captain Humphrey has sailed the lakes ever since the years 1874 and 1875, having been in the schooner Conneaut, the side wheel steamers Heather Bell, the sloop Jenny Lind, the tug Myrtle, at the port of Sanduay, the scow Vampire, the tug P. L. Johnson, steambarge Mayflower, and the schooner Augustus Ford, and other craft.

MILWAUKEE.

Special to the Marine Record.

The shipments of wheat for the past week amounted to about 155,000 bushels, carried as follows: 107,000 bushels by steambarge Selah Chamberlain and consort John Martin, and 48,000 bushels by steambarge Queen of the West. The rate was 2½c. The shippers according to the demands of the vessel men, raised from 2¼ to 2½. The schooner G. G. Houghton was chartered on the 17th to carry 25,000 bushels of barley to Erie at 3c freight, which is the best rate paid on grain out of this port since the opening of navigation. She will be loaded by the 20th the cannie Scotchman who sails her, Captain Jamison, entered a barber shop here the other day and inquired of the proprietor if he had purchased a bottle of chloroform yet. No, answered the proprietor, why, well, said Jamison, I don't want to undergo the torture I did the last time you shaved me; so get some and I will take it before you begin to operate on me.

The schooner S. Thal, recently ashore near Michigan City, arrived here last week and was docked at the Milwaukee yard; her damage was very slight. Wolf & Davidson have completed the repairs to the schooner Geo. Sherman and by the 22nd she will be ready for business. Captain Benham has pushed the work rapidly and well and worked like a nailer himself all through the job. The work done at Wolf & Davidsons shipyard last week consisted of docking steambarge Mary Groh, docking and repairing schooner German, docking and repairs to propeller Champlain, tug John Evenson same; repairs to foremast head of schooner David Vance; also, other work in different parts of the creek.

Captain Robert Kerr, of the schooner Delaware, which put into Sturgeon Bay on Monday evening with her headgear gone, the result of a collision with the Constitution, telegraphed here for a tug and the tug Welcome left to tow her to Chicago where her coal cargo is consigned.

Captain J. V. Tuttle returned from Manitowoc on the 16th where he made a survey on the schooner Constitution now making repairs at Rand & Burger's yard.

The steambarge Ballentine and consort Northwest, of R. P. Fitzgeralds fleet, left Milwaukee week before last, went to Chicago and loaded grain. On their passage down they experienced very rough weather and the Ballentine will require new main and mizzen masts. When off Point Betsy a hard wind storm struck them from the northwest. The captain of the Ballentine said that never before in his experience on the lakes had he seen the seas raging so high as on lake Michgan. Night came and the gale increased until he became apprehensive that his vessel and her consort would both founder. The barge rolled so heavily that her decks were submerged part of the time making it impossible for the crew to attend to their work. The strain on her tow line became too strong and it parted while the storm was at its height. After the gale had abated slightly she rounded to, to pick up the schooner and in so doing got in the trough of the sea and rolled so heavily that she broke the heads off her main and mizzen masts, a large portion of her mainmast head striking the deck within a few feet of where the mate was standing at the time. But with his usual goood luck Captain Tinney pulled them through all right. His crew says that during the ordeal he was as cool as though he was sitting in front of Starkes' tug office singing Nancy Lee, which is a favorite song of his. More power to you Captain Tinney. At the present time we are having the hardest northeaster that we have experienced this season but have heard of no accidents yet.

Schooner Constitution, which was in collision with the Delaware, was struck on the port bow and will require three frames, five strakes of plank, five stanchions, a deck beam, rail, and stringers, amounting to about $500.

The steambarge N. K. Fairbank and consort C. G. King, coal laden for Chicago, arrived Monday. The former's bulwarks are gone, having been carried away by heavy seas. She is also minus her foreboom, which was carried away in jibing. The King had several feet of water in her hold, although the crew were at the pumps all day. It is thought she took water through the hatches. The tug Coe shipped three heavy seas and narrowly escaped foundering. The regular line boats were all detained. Among them was the Albany, the Boaz, Rising Star, Oak Leaf, Mary D. Ayer, L. W. Forrest and C. Trowbridge.

Three hours and fifty minutes was the exact difference in the time of the arrival of the Jewett and Albany at this port, the latter arriving at 5 o'clock Monday morning. Captain Jones denies that there was a race from Detroit to Milwaukee, but from Detroit to Sand Beach, and that the Albany retained the lead until he checked down, which he did because the race made a great difference in the coal pile and he was under orders to run as economically as possible on fuel. He had undertaken the race on his own responsibility. He also claims that the Albany was deeply laden with 500 tons more freight than the Jewett and says that with the boats in equal trim the Albany can hold her own with the Jewett. The Tioga and Jewett had a race on this lake, the former arriving here ten minutes in advance.

In towing up the river this morning the schooner David Vance cut her yawl boat amidships clean in two. It will be replaced by Wolf & Davidson. Q.

BUFFALO.

Special to the Marine Record

Oct. 21.—The week commencing the 16th has been unusually dull in marine circles. The arrivals have been principally of grain-laden vessels, varying from 20,000 to 77,000 bushels of grain (wheat or corn) and a large quantity of flaxseed is included. Our elevators are hard pressed for room. Vessels have been detained, I might add, unreasonably; some have laid three and four days to get unloaded.

The Erie canal boatmen seem to understand the situation, and are using their influence to a farther obstacle in the way of forwarding grain east at present. Within the week grain receipts have kept well up, and at the same time eastern shipments have not kept pace with arrivals, and this is partly due to the refusal of canal boats to accept present rates. Seeing that for them there is but a short season to come, their desire is to get all they can. They have set their price at 5c. and want it.

The weather has been fine until to-day, with moderate winds. To-day is blustry, with threatening weather; winds shifting to SW and west; colder.

In the drydocks little business is doing. In the Union drydock steambarge Kate Butteroni was in to get steel arches and was finished on Monday.

The arrivals the past four days have been light, but Monday and Tuesday the fleet has increased, mostly grain laden from Chicago and Duluth.

Our hard coal market was easy. No great anxiety to force shipments. Charters were as follows the past 48 hours: 50c. to Milwaukee and Chicago, Detroit 25c., Port Huron 40c., Monominee 50c.

The attorneys in the Dimick case have filed notice of appeal to the general term of the Supreme Court, and pending argument of the case the defendant was admitted to bail.

Monday there was quite an accident at the Erie elevator. By some careless management the elevator leg was hoisted up too high, causing the purchase used for hoisting to break, letting the leg, which was of iron, and great weight, to fall some 25 or 30 feet down onto the dock pavement, damaging it seriously, causing two or three days' delay. No one reported injured.

A dispatch received from Milwaukee Monday, states that the propeller A. J. Jewett beat the propeller Albany from Detroit to that port 3h. 43m., and arrived five minutes later than the Tioga which left several hours before the Jewett. She is a race horse. Captain Robison commands the Jewett, Captain Shannon the Tioga, Captain Williams the Albany; all first class lake commanders of great experience, and well known here. WM.

CHICAGO.

Special to the Marine Record.

The schooner Delaware, laden with iron ore, arrived at this port last Friday morning, in tow of the Milwaukee tug Welcome. She was in collision with the barkentine Constitution on Lake Michigan last week, and received considerable damage. She was unloaded at the Union steel works, and then put into one of Miller Brothers' drydocks where she will get a new stem, some new frames, plank and rail forward, new bowsprit, jibboom and head gear. Thomas L. Murphy, her owner, arrived here from Cleveland on Saturday, and is getting the repairs pushed forward as fast as possible.

Captain Peter Brown's remains have been taken in charge by Captain Carr, an old shipmate. Amos Waltz, of Oswego, executor of deceased's estate, will arrive Tuesday to take the remains to Oswego.

The scow White Oak, of Chicago, owned by Captain Peterson, was driven ashore at Sheboygan Monday afternoon, and will prove a total loss. No insurance. The crew were rescued by the life saving crew after having spent several hours in the rigging. A heavy northerly gale prevailed on Lake Michigan. The White Oak, 157 tons, was built at Saugatuck by Elliott in 1867.

The collector has issued a notice to vessel men that a temporary light would be shown from the north pier, beginning November 14, for three days. This is made necessary by the changing of the light from the old to the new beacon.

The board of marine underwriters held a meeting Monday, but failed to accomplish anything in the way of rates. The meeting was called ostensibly to advance rates for the remainder of October, but the advance could not be made, owing to the opposition thereto.

At a meeting of the seamen's union Tuesday it was decided to raise the wages of seamen from $2 to $2.50 per day for the remainder of the season, the change to take effect at once.

The tug Mocking Bird has gone to Port Scott, near Point St. Ignace, to release the stranded schooner E. G. Andrews. If the tug pulls the vessel off she gets $1,100; if she fails the owner loses her time.

The big barge Golden Age ran aground in Ogden's canal, as the water was rather low, and the combined efforts of half a dozen tugs could not move her.

George Waeger, of Mears, Michigan, has purchased the little steambarge Daisy, the price paid being $8,500 cash.

Captain Louis Johnson telegraphed from South Haven that the schooner E. R. Bates, lumber laden from Manistee to Chicago, had arrived full of water and could not be pumped out with her own pump. A tug and steam pump will be sent to her. Her cargo is intact. WILLIAMS.

STURGEON BAY.

The schooner Japan of Chicago went ashore at Hedgehog Harbor Monday. The vessel and cargo will be a total loss. The Japan, 191 tons, was built at Milan by Ruggles in 1853, valued at $3,000 and was owned by Captain Gunderson of Chicago.

MARITIME LAW.

WILLIAMS V. CONTINENTAL INS. CO. OF NEW YORK CITY. MARINE INSURANCE—VALUED POLICY—OPEN POLICY—CUSTOM AND USAGE.

District Court, D. Minnesota. September, 1885.

A valued policy is one in which the value of the property insured is fixed and agreed upon by both parties to the contract, and in case of total loss it is not necessary that proof should be made of the market value at the time and place of shipment.

Unless a certain amount is stipulated and expressed in the contract of insurance as the value of the property upon which the risk is taken, then it is necessary that proof should be made of the market value in case of loss, and such a policy of insurance is denominated an open policy.

Evidence of custom and usage cannot be received to change the contract of insurance.

An open cargo policy was issued by the Continental Insurance Co., of New York City, to its agents at Duluth, Minn., and they issued to the shippers of certain wheat a certificate as follows: "This certifies that M. & M. are insured under and subject to the conditions of open policy No. 649, issued by the Continental Ins. Co. of New York city, at the Duluth agency, in the sum of $8,000 on 17,000 bushels wheat, in board cargo of schooner Carlingford, at and from Duluth to Buffalo. $8,000 at 2.25 per cent. is $180, which is hereby acknowledged to have been received. Loss, if any, payable to M. & M. or order hereon, and return of this certificate." Held, that this was an open and not a valued policy.

In Admiralty.

Nelson, J. A libel is filed to recover upon a contract of insurance, by which the defendant agreed to cover a quantity of wheat shipped from the port of Duluth to the city of Buffalo. An open cargo policy was issued by the company to its agents at Duluth, and the contract of insurance arises under this policy and the certificate by which this particular risk was taken. This certificate was executed and delivered to the shippers, October 19, 1881, and is in the words and figures following:

"*Continental Ins. Co. of New York City.*

INLAND MARINE DEPARTMENT.

No. 12,104.

"This certifies that Munger & Markell are insured under and subject to the conditions of open policy No. 649, issued by the Continental Ins. Co. of New York city at the Duluth agency, in the sum of eight thousand dollars, on 17,000 bushels wheat, in board cargo of schooner Carlingford, at and from Duluth to Buffalo. $8,000 at 2.25 per cent. is $180, which premium is hereby acknowledged to have been received. Loss, if any, payable to Munger & Markell, or order hereon, and return of this certificate.

"This certificate is not valid unless signed by the authorized agent for this company at Duluth, Minn.

[Signed] "GEO. SPENCER & Co., Ag'ts.

"Duluth, Minn., October 19, 1881."

And indorse across the face of which certificate was the following:

"Permission is given to load and carry a locomotive and tender on deck to Prince Arthur's Landing, if towed there, also to tow below said landing."

A stipulation is filed under which the court is to determine whether the policy is an open or valued policy. This is the sole question, and its solution settles the controversy. It is agreed that if it is decided that the policy is open and not valued, there can be no recovery, the contract of marine insurance is an agreement by the company, in consideration of a certain sum paid, called "premium," to indemnify the insured for loss which may occur by the perils of the sea mentioned in the policy. This is accomplished by paying the insured the value of the property at risk, with expenses of putting it on board, etc. In case of a total loss the insured loses as much as the property was worth when shipped. A valued policy is one in which the value of the property insured is fixed and agreed upon by both parties to the contract, and in case of total loss it is not necessary that proof should be made of the market value at the time and place of shipment. Unless a certain amount is stipulated and expressed in the contract of insurance as the value of the property upon which the risk is taken, it is necessary that proof should be made of the market value in case of loss. Such a policy of insurance is denominated an open policy. How can the value be determined in this case, except by proof of the market price per bushel at Duluth? No value is fixed in the certificate; only the extent of insurance is limited to $8,000, and the certificate of insurance states that it is made under and subject to the conditions of the open policy issued to the company's agents. These writings constitute the policy by which the contract of indemnity is effected, and as the value of wheat is not agreed upon and expressed in the policy, it is an open and not a valued policy. The evidence of custom and usage offered cannot be received to change the contract.

A decree will be entered dismissing the libel.

TUG AND TOW.

Rule 59 of the Supreme court of the United States in admiralty.

In a suit for damage by collision, if the claimant of any vessel proceeded against, or any respondent proceeded against *in personam* shall by petition on oath, presented before or at the time of answerering the libel, or within such further time as the court may allow, and containing suitable allegations showing fault or negligence in any other vessel contributing to the same collision, and the particulars thereof, and that such other vessel or any other party ought to be proceeded against in the same suit for such damage, pray that process be issued against such vessel or party to that end, such process may be issued, and, if duly served such suit shall proceed as if such vessel or party had been originally proceeded against; the other parties to the suit shall answer the petition, the claimant of such vessel or such new party shall answer the libel; and such further proceedings shall be had and decree rendered by the court in the suit as to law and justice shall appertain. But every such petitioner shall, upon filing his petition give a stipulation, with sufficent sureties, to pay to the libelant and to any claimant or new party brought in by virtue of such process, all such costs damages and expenses as shall be awarded against the petitioner by the court, upon the final decree. Whether rendered in the original or appellate court; and such claimant or new party shall give the same bonds or stipulations which are required in like cases from parties brought in under process issued on the prayer of a libelant.

SALVAGE.

Judge Blodgett, Monday dismissed the libel of Bernard Schlegelmilch against the propeller City of Fremont, in which the libellant endeavored to recover $5,000 damages for injuries sustained by a fall. The man was a seaman on the steamer, and while leaning on an iron rail loading chairs the rail gave way and precipitated him to the deck. The court held that the railing was used merely for assisting passengers and others to mount the staircase to the hurricane deck; that the libellant knew it, and had also been warned of it, and that the steamer was not, therefore responsible.

LIBEL DISMISSED.

Judge Blodgett on Tuesday refused to allow salvage of $1,000 to the Vessel Owners' Towing association against the schooner Floretta, but allowed $50 towage. The vessel was abandoned outside the harbor last fall by her crew, while she was riding safely at anchor. A tug was sent out by the Vessel Owners' association, but as the vessel was not in danger, the court held that the tug had merely towed and not saved her.

FLOATING DIAMONDS.

About twenty miles below Natchez we sighted some object drifting with the current of the great river, and after the captain had taken a look through the glass he explained to the passengers:

"That's a scow loaded with hoop-poles for New Orleans. She's sprung aleak and is water-logged."

Pretty soon we made out that such was the fact, and further discovered that the crew, consisting of a man and his wife, were still aboard. He was up to his knees in water, and using an oar to keep the craft in the current, while the woman was on top of a box in the center of the craft, with bare feet hanging in the water. The raftsman signaled the steamer to stop, and as she drifted near him he called out:

"Captain, this is sad."

"Yes, very sad."

"I want to git to Orleans."

"I see."

"How much to transfer my cargo and take us all down?"

"A hundred dollars."

"Shoo! Wife, d'ye hear that?"

"I hear him. Offer him ten."

"Captain, I'll give ye ten dollars!" called the man.

"Umph! A hundred is the least."

"Then you may git up and hump and be off!' shouted the woman, as she swashed her feet about; "this old thing can't sink any lower, and we've got bread and pork and a euchre deck to kerry us through!"

The steamer started, and as she got under headway the woman stood up and called after us:

"We ain't purty, and our old box don't go by steam, but we're just as good as anybody on this earth—and maybe a little better.—*Detroit Free Press.*

The Japanese Government is having built at Sir William Armstrong's works at Newcastle-on-Tyne two steel cruisers. The first of these, the Nanaiwa, will soon be ready for sea. She is 320 feet long by 45 feet beam and a load draft of 18 feet 6 inches. She is built entirely of steel, and is to have twin screws, turned by engines that are guaranteed to work up to 7,500 indicated horse power, giving the ship a guaranteed speed of 19 knots hour on a twenty-four hours' trial at sea. The new cruisers are to be armed with two 25 ton Krupp breech loading rifles, mounted forward and aft, with four nine-ton rifles on broadside, several machine guns, and a com plete torpedo outfit.

UNRAVELING THE MYSTERY.

DULUTH, October 15.

To the Editor of the Marine Record.

The following exhibit is made at the request of several vessel owners and vesse agents: On the 15th day of July I landed in Duluth, and from that time on have made it my business to tally the cargoes into the many steamers and sail vessels that call at this port. Soon after my arrival here I formed the acquaintance of Mr. H. S. Patterson, a man who had been tallying grain here for about four years, and found him to be an honest, straightforward man in every respect. We then joined in the business to attend to the tallying of cargoes of grain in the interest of the aforesaid vessels, and made it strictly our business to see that they did get the amount of grain called for on their bills of lading, and up to the present time we have found the elevators, not one, but *all*, in the city of Duluth, to be straight in every respect, giving justice to all; slighting none, or favoring none. And further, I find that the elevators are all under a bond of $50,000 each to the state of Minnesota to faithfully perform their work either in shipping or receiving their grain. Also, that the state of Minnesota has men appointed to tally in the grain from the cars and out for the vessels; also, men to examine the scales, bins, spouts, etc., to test the same and to see that they are kept in good working order; also men to inspect the grain received or shipped from said elevators, and that all of these men are under bonds of $5,000 each to faithfully perform their duty; also, that the Fairbanks Scale Company had sent their man here to repair and test the scales used in receiving and shipping, and he pronounced them all right. There are present at the elevators, where grain is to be tallied into vessels, three tally men, one for the vessel, one for the state, and one for the elevators, thus making the possibility against mistake more than doubly secure as all can see. Then again we have a footing to every ten drafts set down in pounds, taken from the scales at every draft as seen by my original tally card, taken at elevator "E" on September 19, 1885, and *put on board* of the steamer Hiawatha at the same time. All three aforesaid tally man must agree on every draft, the footing of every ten drafts, and on the final footing before leaving the elevator or report the same to the foreman.

In the face of all this there is a bitter complaint coming back to us too often from shortages when cargo is unloaded at Buffalo, N. Y., and that vessels often run short from 60 to 732 bushels, taking all and sometimes more than they have left to pay for their shortage and running expenses. It would appear to the thinking man that it was very strange that Buffalo was always right and that she can demand her pay for any amount of shortage, and that Duluth, Port Huron, Milwaukee, Detroit, Toledo, etc., are always wrong.

This, I find, is no new thing, but old and stale, and has become an ugly sore for the vessels, after we have done a party an honest job and received his money for the same, to have him return and accuse us of cheating him out of so much grain that he was short of on delivering the cargo at Buffalo, and trying to make us believe that the tally men at Buffalo are correct and we are all to blame, that they did not receive any such amount, etc. I for one will stand up and take the bull by the horns, defy Buffalo tally men or the elevator men, or both, or any other man or men in the state of New York, to prove that I have given any boat credit of having on board more grain than was fully and actually weighed up for the same, and I can further furnish ample proof that the same amount did and does go into the said vessels, as the figures always have agreed with the aforesaid tally man, always present at the elevators. They, as stated before, are under bonds. I am not, for I was not asked to be, but I can get bonds for any amount, if required. But my reputation is at stake. You may think that these are pretty strong assertions for one to make, but I can prove all I have said or may say, as you will see further on. This is not the only case, but it will cover all the shortages since the 1st day of September, 1885, and there have been just as many since as before, compared to the amount shipped.

On the 19th day of September, 1885, the steamer Hiawatha, owned by Captain Thos. Wilson, of Cleveland, O., and in command of Captain Edward Morton, took from elevator "E," at Duluth, Minn., 13,158 bushels of No. 1 northern wheat (this being a portion of her cargo); the same was put between the decks by itself. The steamer Hiawatha arrived at Buffalo and delivered the same to the Niagara elevator, and there fell short 126 bushels. On his return to Duluth Captain Morton reported the same to me and said that he did not receive that amount; that we had made a mistake of 126 bushels or that this amount was held back from the boat and kept in the elevators. I now wish you to publish the original tally card used by myself on this occasion, showing the figures for every draft and the footings of the same which I hereby certify to be correct:

DULUTH, September 19, 1885.

Warehouse E; delivered to steamship Hiawatha 789,480 pounds (13158 bushels) of No. 1 northern wheat in drafts, as follows:

	Pounds.		Pounds.
1st draft.....	30,080	16th do	30,060
2d do	30,050	17th do	30,090
3d do	31,220	18th do	30,060
4th do	30,100	19th do	30,020
5th do	30,020	20th do	30,330
6th do	30,100		
7th do	30,120	Total	604,850
8th do	30,030	21st do	30,240
9th do	31,750	22d do	30,080
10th do	30,120	23d do	34,310
		24th do	30,000
Total	303,590	25th do	30,000
11th do	30,060	26th do	18,000
12th do	30,040	27th do	12,000
13th do	30,090		
14th do	30,490	Total	789,480
15th do	30,420		

This is to certify that I have weighed on board 789,480 pounds No. 1 northern wheat as per this tally card for steamer Hiawatha.

V. D. NICKERSON.

You will also copy for the public the certificate of the chief weighmaster for the state of Minnesota, W. B. Nichols, his assistant, being the one present at elevator E, on this occasion:

DEPARTMENT STATE GRAIN INSPECTION,
OFFICE OF CHIEF WEIGHMASTER,
DULUTH, MINN., Oct. 8, 1885.

This certifies that propeller Hiawatha received cargo of No. 1 northern wheat, weighed at elevator E by Assistant Weighmaster W. B. Nichols, September 19, and found to contain 13,158 bushels No. 1 northern wheat.

E. MEATTSON,
Chief Weighmaster.

Next comes the chief inspector's certificate,

OFFICE OF CHIEF INSPECTOR OF GRAIN,
DULUTH, September 21, 1885.

This is to certify that there has been inspected into propeller Hiawatha, by Deputy Inspector H. S. Sjoberg, 13,158 bushels No. 1 northern new wheat, between the decks.

R. C. BURDICK, Chief Inspector,
Per John Shely, Chief Deputy.

For account of GEO. S. BARNES & Co.

Next we have the certified statement of the shipping weighman at elevator E, present at the aforesaid time:

DULUTH, MINN., Sept. 8, 1885.

I, Geo. D. W. Mandeville, hereby certify that I am the shipping weighman at elevator E, Duluth, Minn. That on the 19th day of September the propeller Hiawatha was loaded or partly loaded at said elevator. That I balanced all of the scales used in weighing said cargo in the presence of the tally men sent into the elevator by the captain of said barge, and set the spouts for all the scales into the shipping bins, from which bins grain is drawn into the boat. That none of the spouts, leading from any of the scales used during the loading of the propeller Hiawatha, on September 19, 1885, were changed from the shipping bins until all of the grain had been weighed and dropped out of the scales and into the shipping bins. That all scales were entirely cleared after each draft, and the tally man given time and privilege to examine the scales after each draft. That all the grain weighed on the 19th day of September, 1885, for the propeller Hiawatha went into the shipping bins and on to the said barge, and none of it remained in the elevator after the bins were declared empty.

G. D. W. MANDEVILLE, Weighman.

V. D. NICKERSON, Tallyman for steamer Hiawatha.

I certify that the above parties acted in the capacity they represent, and that above statements are true.

GEORGE RUPLY, Superintendent.

Next in turn is the certified statement of the foreman of elevator E, also present:

DULUTH, MINN., October 8, 1885.

I, Paul Sharvey, hereby certify that I am the foreman of elevator E, Duluth, Minn. That on the 19th day of September, 1885, the propeller Hiawatha was partly loaded at said elevator E. That at said time all the grain weighed into the shipping bins was put on to said barge, and when all the grain was out of the bins the bins were left open, and that it is impossible for any grain to remain in the bins after the slide was left open. That none of the grain weighed for said boat was left in the elevator after said shipping bins were declared out.

PAUL SHARVEY, Foreman.

I certify that Paul Sharvey is foreman of elevator E, and above statement is correct.

GEORGE RUPLY, Superintendent.

The two last, you will notice, are acknowledged by George Ruply, Superintendent of the Elevator & Improvement Company. And you will see that they all agree. By this I make my stand, and I purpose to stay. If this is not enough I can give you the whole state of Minnesota for backing, for she is interested too, and you all know that she is no spring chicken.

Now then, I ask Buffalo to come forward and meet us. She must bring the figures for each and every draft and the sum total. No talleys, but figures in pounds, and have suitable proof for the same. All we ask is

justice and square dealing. There are many just as good, but we acknowledge no superiors in this weighing and tallying business, but man for man. I for one will not submit to such bulldozing and one-sided business, and I think that I have shown you that Duluth can clear her own skirts. I am not interested in any one of all of the elevators of the state; but I am interested in the vessels and my own reputation. Two wrongs never did or never will make one right.

Vessel owners at Cleveland (their names I can give you if I am obliged to), have stated to me, personally, that their vessels, when unloaded at Buffalo, fall short, and when they are unloaded at Cleveland they come out all right, loading at the same place.

I now ask the vessel men and owners if they are willing to longer submit to this piece of imposition, and pay whatever they are disposed to call shortages? If so, please do not lay any more at our door until you can prove it. Come out at once and fight it, and I ask the tally men at Port Huron, Detroit, Toledo, etc., one and all, if your records are clean, to stand up for the right. Forbearance has ceased to be a virtue. Will you all stand back and be bluffed and bulldozed, or will you speak for yourselves and keep the ball rolling?

And further, show that we are ready to go before any court of justice in the United Statse now or at any time, and there and then prove that we are not wrong in our weighing and tallying.

This statement about grain shrinking in the hold of a vessel I can not believe, for when once in and the hatches on, it would gather dampness if anything. If it should be that it would shrink enough to make anywhere near the amount of shortage in from four to five days, how much would you have left when the grain is stored in the vessels all winter? Would vessels consent to take it, or the elevators consent to its being taken and run their chances on the amount of grain they would have left in the spring? No, sir! They rather encourage it, and vessel owners are not slow to take it at a fair price. In the name of justice I call on one and all to come out and fight this great man, or those men, at Buffalo who can outweigh or out tally any one, or any number of persons who can be placed against them, and rob you of your rights. I am not weak-minded enough to believe that vessels have any leakage in the bottom to feed the fish along the great lakes.

In Duluth the air is sweet and pure, but when vessel men are nearing Buffalo they tremble for fear of that contagious and loathsome disease called the shorts, and well they may, for very few who enter that port escape it. Many captains are being furnished with disinfectants which they hope will prove a preventive, in the form of a certificate from the state officials. It is high time that that port was quarantined.

I wish to state here that this is not to bring any reproach upon Captain Morton, of the steamer Hiawatha, for he is a warm friend of mine, and my acquaintance with him for the past twelve years has proved him to be a perfect gentleman, and beyond reproach.

V. D. NICKERSON.

Mr. C. B. German, as referee, is taking testimony in the suit of the steam canal boat Venus and consort Leto, which were run into at May's Point by the canal steamer Thomas Carroll, by which valuable goods were damaged. The case involves about $600. The decision finding the Carroll at fault has been rendered, and the present work is merely to assess damages.—*Buffalo Express.*

A VIOLATED PLEDGE.

CLEVELAND, October 20.

To the Editor of the Marine Record:

Will you please come down to the tavern and see me, for I am completely broke up, and what is still worse, I am completely stranded. Acting upon the advice of the Cleveland gentleman, I took the train at once for the famous City of Buffalo, with a view of buying the fire boat that I had seen at the viaduct. At a station some miles out from Buffalo, the conductor handed me a telegram signed by a gentleman, claiming to be chairman of a reception committee. The sleeping-car porter called me at 2 a. m to get ready to disembark from the Pullman. The train thundered into the station and I heard several men ask the train men if "The Second Engineer," was on the train, to which at last I gave them an answer by handing out one of the RECORD'S cards. Mr. Deckhouse, informed me that the assembled gentlemen, were a committee, chosen from among the licensed officers, to escort me to the "Boatman's Club" where I was to be granted the freedom of the building. A grand repast was spread and as wine flowed plentifully, for once I forgot my Good Templar's pledge, and—well, I drank, the result of which was I turned in at four a. m. and slept until nine p. m. When I awoke the boys said that I had only been in bed a short time, and that it was foggy, and so we'd have breakfast, which we had, with more wine, and a second violation of the total abstinence pledge. Went to bed at four a. m., so they say, though I have no recollection of it, and was again called at nine p. m. and put through the process of the previous night, only that we took carriages and after driving half around the town we pulled up in front of an elegant mansion, where I was introduced to the owner of the fire boat. A very genial gentleman who silenced all negotiations, by telling me that he owned no fire boat, but that what I supposed was such a craft was nothing more than a floating elevator. My friends would not let me depart however, so I put in two more days eating and drinking, sleeping as I've since discovered all day and reveling in wine and sumptious living all night. As I had never seen the city only by gaslight I suggested to one of my friends that I should sit up until daylight if it took a week. "Take a week," say he "why man the sun set only a week before you came here and will not rise again until the close of navigation." With that I got mad and took the first train for home. My friends went with me to the train for it was still dark and as the train started I heard some one say, "well I guess we got ahead of that stuck up Mississippi river engineer. He may be high pressure and all that, but with all his big steam, we gave him the longest night he ever saw, and I'll bet three shilling." Mr. Editor, please do not publish this letter until after I get out of town because I know what Mr. Doty will say when he learns I've been drinking, I am really worried, for I am completely done up. I certainly trust that the Association of Engineers will not hold their convention in Buffalo, for if they do they are sold.

THE SECOND ENGINEER.

The expenditure for labor alone, exclusive of any work of the superintendent and and his assistant, has amounted on the Black River canal to $83,630.66 during the last three years. The expenditures have been much less for the last two years than for the two preceding years.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, Oct. 12, 1885.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended Oct. 10, 1885:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
106,382	.....	Sc.	Eetna,	22 17	21.07	San Francisco, Cal.
106,383	.....	Sc.	Alert,	7.48	7.11	Pascagoula, Miss.
157,161	.....	Sc.	Delmay,	8.38	7.96	Crisfield, Md.
135,863	.....	Sc.	Eva Boorye,	10.45	9 93	Cambridge, Md.
135,864	.....	Sc.	Eva N.,	9 91	9.41	Eastport, Me.
120,628	K D F R	Sp.	Francis,	2076.94	1973.53	New Bedford, Mass.
85,903	.....	Sc.	Governor Moody,	64.12	60.94	Astoria, Oreg.
85.904	.....	Sc.	Galveston,	7.03	6.68	Crisfield, Md.
40,795	.....	Sc.	Lancisia,	8.26	.....	Yorktown, Va.
40,796	.....	Sc.	Lillian White,	10 46	9.94	Crisfield, Md.
91.800	.....	Sc.	Magic,	10.49	9.97	Baltimore, Md.
91,801	.....	Sl.	Matilda F. White,	8.95	8.50	Crisfield, Md.
91,802	.....	Sc.	Mary Virginia,	10 30	9.79	" "
155.119	.....	Sc.	Oak,	6.33	6.01	Seaford, Del.
0,360	.....	Sc.	Puritan,	10.44	9 92	Cambridge, Md.
20,596	.....	Sl.	Quissett,	6.15	5.84	Mattapoisett, Mass.
116,074	.....	Sc.	Susie E. Parriss,	10.48	9.96	Oxford, Md.
81,090	.....	Sl.	Water Lilly,	8.94	8.49	Charleston, S. C.
81.091	.....	Sc.	William H.,	10.47	9.95	Cambridge, Md.
			STEAM VESSELS.			
76,598	.....	St. p.	Jim Wood,	525.32	402.12	Pittsburg, Pa.
76,599	.....	St. s.	Jessie Clayton,	56.33	28.17	Norwalk, Conn.
81,092	.....	St. s.	William M. Merwin,	64.21	35.14	Milford, Conn.

JARVIS PATTEN, Commissioner of Navigation.

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ADDRESS A. N. MOFFAT, Prest., Ft. of Shelby-st., Detroit, Mich

OR JOHN CORNWALL, Supt., Port Huron, Mich.

A dispatch says a singular and surprising coincidence was noticeable on Lake Erie yesterday. The strong east wind which was blowing here lowered the water two feet at this end of the lake, so that the work of loading crafts with coal in the Blackwell canal had to be suspended. At Toledo the wind blew a gale from the west and the Maumee river dropped two feet below the level, and the steambarge Drake could not leave that port on account of low water. The two currents must have met somewhere off Port Stanley, Ont., so from that point to the American shore there must have been a hill of water, at least four feet in height, in the lake. Such a thing has never been known on the lakes.

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Marine Record.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, June 28 1885, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express	*8 20 A M	*8 45 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 35, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express	*2 20 P M	*2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....
Westward.	**Arrive.**	**Depart.**
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No 23, Mich Express via Sandusky	*2 15 A M	
No 3, Chicago Express via "	§6 05 A M	6 30 A M
No 25, Mich Accom Norwalk	.....	†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky	*10 30 A M	*10 40 A M
No 9, Chi Pac Ex via Norwalk	6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m, and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m, and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

A local Cleve'and and New York sleeper daily on No, 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10 30 a. m.

For full information as to trains and counections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

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Following is the time in effect June 28, 1885, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Accommodation	*10 40 A M	*10 45 A M
Chicago Accommodation	*9 02 P M	.....
Local Freight	*11 45 A M	*12 15 P M
WESTWARD.	**Arrive.**	**Depart.**
Chicago Accommodation	.....	*6 45 A M
Fostoria Accommodation	*4 46 P M	*4 51 P M
Local Freight	*12 20 P M	*12 50 P M

ROCKY RIVER ACCOMMODATION.

Depart—*7:45 a. m., *1:35 p. m., §10.50 a. m., §5.45 p. m., §1.35 p m

EUCLID ACCOMMODATION.

Depart—*6 24 a. m, *9:10 a. m,. *5:05 p. m., §8 45 a. m., §12.15 p, m., §4 25 p. m.

*Daily except Sunday. §Sunday only.

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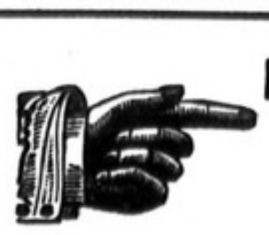

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The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

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CLEVELAND, OHIO, THURSDAY, OCTOBER 22.

THE ISHPEMING CONVENTION.

The Upper Peninsula business convention which met at Ishpeming, Mich., last week, did not, like the St. Paul waterway convention, start off with the announcement that it was an organized raid on the treasury of the United States, nor did it, by light and poorly considered action, adopt, with a view of urging upon congress, every impractical scheme that had a friend to move it, but with a business tact truly commendable, confined itself to that point in our system of lake navigation which demands the earliest attention, the key to the traffic of the Lake Superior region, a business that is very speedily outgrowing that of any other section of the country. The convention, realizing the demand that would soon be made upon the facilities of the Sault Ste. Marie canal, wisely confined its action to consideration of that passage, and adopted a resolution approving the recommendation of General O. M. Poe, engineer U. S. A. The resolution recites "That the immediate improvement of the Hay Lake channel, Ste. Marie's river, and the construction of a new lock, both to the depth of twenty-one feet, as recommended by General Poe, of the United States engineer corps, are of the utmost importance to the commerce of the northwest; that our senators and representatives in congress are requested to urge special legislation to secure that result."

The resolution was unanimously adopted, as was one urging the government to buy the canals of the Portage Lake and Lake Superior Ship Canal Company. It is evident that the convention, which was presided over by Mr. H. W. Seymour, of Sault ste. Marie, is in accord with the United States engineers in their system of improving the waterways of the northwest, and that it believes ill-advised and extravagant action by any body of men, of any locality, will not receive the attention of congress that well considered and common sense plans will merit. A committee was appointed by the convention to represent the interests of the Lake Superior district in the convention to be held in Detroit, and will consist of five representative men from Michigan, two from Wisconsin, and two from Minnesota, the latter to be appointed by the Duluth chamber of commerce

---

IN the Albany-Jewett race the master of each steamer has the satisfaction, in his own mind, of having won the pennant, the Albany leading to Sand Beach and the Jewett to Milwaukee. Therefore honors are easy. Notwithstanding these facts, the trial of speed if each master knew he was racing and when the race would end, has demonstrated two facts worthy of consideration, which are that the Albany is one of the speediest freight boats on the lakes and the Jewett did not sustain the reputation she has attained of being a greyhound. The Albany was more deeply laden, built blunt and with special reference to large carrying capacity, with displacement and consequent resistance much greater than that of the Jewett, while the latter has the further advantage of an engine with 53 per cent more power than the engine of the Albany and boiler power 15 per cent greater.

ELEVATOR SHORTAGE.

On another page of this week's issue will be found a strong and interesting statement by the tally man of Duluth elevator E, regarding shortage, which has been called forth by recent articles in the MARINE RECORD in relation to shortage in grain cargoes. The article referred to is by Mr. V. D. Nickerson, a former Clevelander, whose veracity and earnestness can be vouched for by any one of his acquaintances. His letter is well supported by certificates from all the officials of the elevator system of Duluth, officially signed. While we believe that this is the right way to get at and eradicate this evil of shortage, we are not prepared to take this exhibit as final, but desire that Buffalo elevators present their side of the case, and it now devolves upon them to make a showing, especially when it is considered that wherever lake boats are loaded with grain, at Duluth, Chicago, Milwaukee, Port Huron, Detroit, Toledo, the charge comes back that Buffalo elevators weigh them out short. It is true some of the Duluth elevators are new and probably not working with that exactness that is required in order to insure correctness, and it is also true that oftentimes damaged grain is charged up to shortage, but neither of these reasons will apply universally, so that it will be understood by all interested that there is a hole in the skimmer somewhere. It is known that the Buffalo system of elevators is run by a corporation whose one aim is to amass wealth, the Jesuitical adage being applied that "the end justifies the means." On the other hand, it has been the custom of the Duluth elevator people to send a boat to two or three elevators to secure her cargo, thus making it almost impossible to locate a shortage at that end, even if the Buffalo people be ever so honest and careful in weighing out, so that between the two the vessel is quite sure to be fleeced, without any resource or appeal. We have succeeded in securing, with much difficulty, the following exhibit of the cargoes of the Wilson Transit line, which, perhaps, carries more grain between Duluth and Buffalo than any other one line on the lakes:

Date.	Vessel.	Buffalo Elevators.	Grain.	B of Lad Bush.	Deliver'd Bush.	Bus Dgd	Bus short	Bu. Over	Duluth Elevators.
May 27	George Spencer,	City,	Wheat.	24,000	23,973	....	27	....	B
do	do do	City,	do	36 000	36,016	11	....	27	B.
June 1	W. T. Graves,	Richmond,	do	40 000	40,000	....	....	....	D.
June 24	Kasota,	Sturges,	do	66,750	66,870	....	....	120	
July 9	George Spencer,	Niagara B.	do	60.000	19,000	....	....	11	B.
do	do do	N Y, L E & W,	do		41,011	....	....	.....	B.
do	David Dows,	Niagara B,	do	78,500	38,500	....	....	5	D.
do	do do	C Terminal,	do		40,005	....	....	....	D.
July 16	Kasota,	N Y, L E & W,	do	68,000	68,012	10	....	22	E & D & W
Aug. 1	George Spencer,	Tifft,	do	60,000	59,925	....	75	....	A.
Aug. 20	Wallula,	Bennett,	do	74,500	74,520	....	....	20	B & D.
Aug. 22	George Spencer,	Tifft,	do	60,000	59,930	3	67	....	A & E
do	David Dows,	City,	do	78,000	77,952	....	47	....	B & D.
Sept. 5	Niagara,	C Terminal,	do	52,500	52,434	2	64	....	E.
Sept. 7	Kasota,	N Y, L E & W,	do	52,494	52,405	....	89	....	E, D & W.
Sept. 15	George Spencer,	City,	do	23,600	23,487	....	113	....	D.
do	do do	Gity,	do	19,899	20,007	....	....	107	D.
Sept. 25	Hiawatha,	Niagara B,	do	13,158	13,034	8	64	....	E.
do	do	do	do	22,371	22,358	35	....	....	D & E.
do	do	do	do	22,971	22,936	...	35	....	A. & D.
do	Minnehaha,	Marine	do	55,000	54,918	5	77	....	B.
Sept. 29	Kasota,	C Terminal,	do	19,000	18,493	....	92	....	D.
do	do	do	do	49,127	49,542	...	.....	....	D & E.
Oct. 7	Wal ula,	Niagara B,	do	72.547	40,047	....	58	....	A, D D &W
do	do	Brown,	do		32,441	....	...	....	do
				1,048,419	1,047,818	74	810	312	

In presenting this table we leave those interested to draw their own inference. We will direct attention, however, to the fact that but one cargo in the twenty-two items specified in the bills of lading tallied, when delivered at Buffalo, either being more or less than called for by the bill, and the amount charged to damage being very light when compared with the quantity carried. The fact that oftentimes there is more grain than the bill of lading calls for does not assure us that the elevators are working right or that the tally men use that care and exactness in tallying weight that should obtain any more than it does when the cargo weighs out short, and but supports the view, many times urged in the columns of the RECORD, that we must have a bill of lading that will cover this evil. The fact that there is one cargo in the table given above, the pounds and bushels of which correspond at each end of the route, shows that perfection can be attained by tally men, and therefore there is no reason why it should not be done. That exception also shows that there could be no valid objection to the adoption of a uniform bill of lading for grain cargoes, and we trust soon to be able to record it as an accomplished fact.

THE summer arrangement of Sunday trains between Euclid and River Bank on New York, Chicago and St. Louis railway will be discontinued after Sunday, October 18th 1885. Passenger trains on week days between above points will run as heretofore till further notice.

PROBLEMS OF THE WEEK.

It is quite a task to be up with the times, especially if you are mixed up with marine matters to anything like a faithful report of the fluctuations of only seven days. During this week just closed we have very few remarkable changes to record. One week with the other, you might say, is nearly if not quite like the one preceding. Improvement in marine circles is only noticed for a day and then vanishes like a soap baloon from a pipe bowl. We are in a state of uncertainty as to what is the best course to pursue to save money—not to make it. Our grain markets are lifeless, and the supply abundant, with all the facilities for storage overtaxed, and no shadow of relief in sight. With over 4,000,000 bushels in store at Buffalo, and no demand, prices at no distant day must be materially affected, particularly if western men keep forwarding, as they are now doing, large shipments to the east in order to take advantage of the market during the winter season, provided a demand springs up before the opening of another season of navigation. No one can afford to hazard a prediction for the future. No rule known today has any value in forecasting a week in advance. We examine the field, compare it with past seasons, and predict no favorable results. We find that a strong combination of things has afforded the coal operator to place in the market at the various points west a very large amount of coal at a very low rate of freight, which makes them independent and leaves them in easy circumstances, and beyond the necessity of having to pay any large amount in increased freights during the remaining portion of the season. However, a few loads may be obtained at higher rates, both up and down, later, especially from Duluth. The shippers from that point do not want to store wheat there if it is possible to avoid it. They want it nearer a market in winter where they are not so liable to have to pay high rail rates.

"FROM the public domain there has been cut 45,100,000 feet of lumber and bridge timber, 84,744 railroad ties, 15,400,000 shingles (616,000 bunches,) 32,035 cords of wood and 20,000 ceder posts. To value the lumber at $10 per 1000 feet, which would be a low figure, the railroad ties at 40 cents per tie, the wood at $3 per cord, the posts at $80 per thousand and the shingles at $2 per thousand or 50 cents a bunch, would amount to $618,402." If shipbuilders were able to procure subsidies from the government in this shape or some other less objectionable way it would not be long before we could build ships as cheap and much better than they can be constructed in any other country.

NOTICE TO MARINERS.

LIGHT ON CLEVELAND BREAKWATER, (EAST END,) OHIO.

Notice is hereby given that, on and after October 20, 1885, there will be shown from the structure recently erected on the crib standing 24 feet south of the east end of the breakwater, Cleveland harbor, Ohio, a light of the following characteristics:

It will be of the 4th order and illuminate the entire horizon, showing alternate red and white flashes at intervals of 10 seconds.

The focal plane is 27 feet above the base of the tower and 36 feet above the level of the lake.

The light should be seen in clear weather, from the deck of a vessel 10 feet above the lake, 12 statute miles.

The structure is a brown octagonal tower, surmounted by a black lantern and railing.

The approximate position of the lighthouse, as taken from the Lake Survey Charts, is as follows:

Latitude, 41° 30′ (26″) North.
Longitude, 81° 42′ (56″) West.

The magnetic bearings and distances of prominent objects are as follows:

Waterworks crib, W. ⅓ N., 1¼ statute miles.

During thick and foggy weather there will be sounded at this station a fog bell, struck by machinery, giving one blow every 10 seconds.

CLEVELAND WEST BEACON.

Also, on the same date, the light of the Cleveland West Beacon will be changed to a fixed white light, instead of a fixed white varied by red flashes, as now shown.

The fog bell at this station has been discontinued.

By order of the Lighthouse Board,
STEPHEN C. ROWAN.
Vice Admiral U. S. Navy, Chairman.
Washington, D. C., October 14, 1885.

FOG SIGNAL AT DULUTH LIGHT STATION, LAKE SUPERIOR, MINNESOTA.

Notice is hereby given that, on and after October 26, 1885, a 10 inch steam whistle will be sounded at Duluth light station during thick and foggy weather, giving blasts of 5 seconds' duration at intervals of 30 seconds.

By order of the lighthouse Board,
STEPHEN C. ROWAN.
Vice Admiral U. S. Navy, Chairman.
Washington, D. C., October 14, 1885.

[*Around the Lakes Continued from 1st Page.*]

EAST SAGINAW.

Special to the Marine Record.

The barges Vannetta, Mary Stockton, and Matilda are lying in odinary at this port.

For the first time in four months harbor tugs were in demand at this port on Saturday last. There was not a tug to be obtained for over four hours. As a rule there are no less than six or seven at the dock at all times.

The steamer Metropolis, Saturday morning, took 750 barrels of flour from the Mayflower mills, for Alger, Smith & Co., at Black River. The Metropolis will take 400 barrels more for the same firm this week.

The tug Farrier, while towing the schooner R. J. Gibbs Wednesday, got the tow line in her wheel. Both boats were taken in tow by a passing tug, and the Farrier put in the slings.

Captain James Donelly and Robert Wildman, the crack boiler maker of the valley, have bought from T. H. McGraw & Company, of Bay City, the tug Willie Browne; consideration, $1,500. The Browne has had her boiler thoroughly overhauled, her hull painted and repaired, and is in condition for business. She had up steam Sunday for the first time since her repairs, and was found to be in excellent shape. She is commanded by Captain John Devanny, formerly of the tug Daisy Lee.

Captain John Dawson has been appointed master of the fire tug C. M. Farrier, Captain Wm. Armstrong having retired.

The Tittabawassee Boom Company have quit operations for the season, and as a consequence the tugs Jessie P. Logie, James Hay, Robert Weideman and Little Giant are at the dock and will go into winter quarters at once, with the exception of the Logie.

Word reached here Monday from Wild Fowl Bay that Safe Kidney Cure Warner's steam yacht Siesta, which has been cruising around Saginaw Bay and Warner's Island nearly all summer, was hard aground between the marsh and mainland at Wild Fowl Bay. She is said to be about a foot out, and at last accounts was waiting for a stiff north wind to release her; but unfortunately the prevailing winds have been southerly for nearly a week past.

Saturday afternoon the small schooner North Star, of about 12 tons burden, was making for Bay City. Captain Wm. Shaw, his wife and child were the only persons on board, and when about five miles out they came across a large raft, in tow of the tug Peter Smith, also making for port. Captain Shaw ran his boat onto the raft in some way and then in order to get it off climbed down on it. He had no sooner done so than it slid back, leaving him on the raft, and his wife and child on the schooner. The wind blew fresh and Mrs. Shaw was unable to manage the vessel, which speedily commenced to drift away. Captain Shaw, who by the way is a good log rider, started after them on a large log and did his best to paddle himself toward the boat, but it was no use, and for several hours he and the schooner floated around, not being able to approach each other. After getting completely benumbed by cold a tug came along and he was picked up and taken to his vessel where he found his wife in great anxiety over the dangerous position he and they had been placed in. Log rolling in the lake is not a very pleasant pastime even on a calm day, and on this occasion there was a stiff breeze blowing at the time which made it doubly dangerous.

Captain Zach Lapham, the veteran skipper, is now in command of the schooner Mary Stockton, Captain John Quinn, her former master, having departed for Canada.

SHAW.

DETROIT.

Special to the Marine Record.

Oct. 20.—The steamer Milton D. Ward has for a few days been occupying the place of the steamer Idlewild, disabled on the Detroit and Port Huron route, leaving here every afternoon.

The fine weather has been remarkable for this part of the season and the river travel continues to meet with liberal patronage.

The steamer Chief Justice Waite, which has been thoroughly overhauled at the Detroit drydock, has returned to Toledo.

The steambarge Farwell, which I reported in my last as having stranded with her two barges on Fighting island, found considerable difficulty in getting released, and all required lightering, the Farwell 600 tons of her cargo. The work was accomplished by the united efforts of the tugs International No. 2, and Swain.

The tug Frank Moffat, under special contract, left here for Erie a few days since to take from that port the schooners F. M. Gifford and D. E. Bailey, to Lake Huron, at 40 per cent. off regular card rates.

Notwithstanding the reports which have been received concerning the raising of the propeller Quebec, they are vaguely different and shadowed with uncertainty. A rumor reached here a day or two since that she had again gone down in deep water, yet lacked confirmation, and at the office here but little was known as to what had been accomplished. Mr. S. A. Murphy, who is superintending the job, is pushing matters with remarkable perseverance, and will not relinquish the task until he has succeeded in perfecting his mission.

The steambarge Iral, a small craft, took on 125 bags of wheat at Marine City for St. Clair, and it being placed on deck made her top heavy, causing her to roll over and dump it into the river with her boiler.

The scow Eugenia Vesta, sold by the United States marshal at this port a day or two since, brought $475, and was bid in by John P. Sullivan, of this city.

The steamyacht Parmelia, noted for her speed and which went to New York city early in the season for improvements in her machinery, has again returned to that city and will be sold. Mark Hopkins, her owner, followed her by rail to attend to the preliminaries of the sale.

Sailors are becoming scarce at this port, and the supply is unequal to the demand. While some have gone to the seaboard, others are looking toward the lumber region for winter employment. Wages continue to rule at $2 per day.

There was quite an unpleasantness created on the river a few days ago in consequence of Grummond's barge Vampire being employed to do lighterage at Fighting island, in Canadian waters. The Canadian officials were on the alert, and with the aid of the tug Charlton, seized her and took her to Malden, where she is now in durance vile. These annoyances are getting to be monotonous, but will continue until the respective governments have the matter amicably arranged. The tug Charlton, on her return from Malden, ran hard on Fighting island, requiring the aid of two steamers to effect her release. She rolled sufficiently over to take in considerable water. The Vampire, when seized, had on a quantity of iron ore which had been lightered from one of the stranded barges, but it is stated will be given up by the Canadian officials.

Captain John Miller, who until quite recently has commanded the tug Champion, of Captain Grummond's line, is now in charge of the tug John Martin.

Mr. A. N. Moffat, manager of the Star line of steamers, has transferred the steamer Saginaw to the Lake & River Excursion Company for $24,000. Mr. Moffat, a short time since bought her in at marshal's sale at Chicago.

The steamer Evening Star having retired into winter quarters, Captain Charles Smith, late in command, has taken charge of the J. L. Beckwith, which is plying in connection with the Star line, between Detroit and Gibraltar, making daily trips.

The steamer Milton D. Ward is about retiring for the season, and the Idlewild will fill the bill for the remainder of the season.

During foggy weather a few nights since the tug George E. Hand stranded in the St. Clair river and immediately after took fire. Fortunately the steamer Fessenden came along, and with the requisite apparatus saved her from total destruction. She was got afloat without serious damage. She is owned by Calkin, Stickney & Cram, of Saginaw.

The violent weather on Lake Huron caused considerable damage to the shipping, but little of which reached the press. The schooner R. Halloran, which passed here, had her bulwarks stove in and was otherwise damaged by the heavy seas which washed over her. The schooner J. S. Richards sustained like damages. Both vessels were laden with ore.

It was rumored the other day that the Canadian officials were about to send to Montreal for a revenue steamer to keep watch of wrecking movements, but as the season has so far advanced it is probable the project will not be carried out.

A permit was granted by the Canadian authorities for the tug Andrew J. Smith to go to the relief of the Charlton on Fighting Island.

The difficulty which occurred a few months ago between the tug Mocking Bird and the Canadian officials, at the time she made her escape from the clutches of officers, is about being amicably arranged.

Mr. J. H. Beatty, of Port Sarnia, manager of the Northwestern Transportation Company, was in the city on Friday. He is of the opinion that the Quebec, even if raised, will be unfit for further service, and has grave doubts of her being got up.

The steambarge Birkhead was picked up by the tug Oneida in Lake Erie, disabled, and towed to Toledo, the trouble being a loose wheel.

The Detroit Drydock Company are turning out a good deal of work in the way of repairs. The schooner Groton has just been overhauled and the steambarge T. W. Palmer, en route, in tow of the tug Winslow, from the Straits, and the schooner Ogrita, will be taken in and done for.

A shocking accident took place early yesterday morning on Lake Huron, on board the tug Admiral Porter, causing the death of William Kirbley, by scalding from escaping steam, and seriously scalding the second engineer. The tug was bound down, having two vessels in tow, and when off Lakeport, the crank pin broke and the piston went through the cylinder head, making a complete wreck of that part of the machinery, and in an instant she was filled with escaping steam and hot water. Kirbley, who was the cook, was in his room, next to the engine room, and opened the door to see what was the trouble. The rushing steam threw him to the floor where he lay until all was over. When brought out he was yet alive, but lived only a few minutes. The second engineer, Thomas Arnold, was badly scalded and may not live. The tug Crusader picked up the disabled tug and towed her to Port Huron. Kirbley was a married man, about fifty years of age, and hailed from Kingston formerly, but of late made his home at Malden. The accident will retire the Porter for the remainder of the season.

Early Tuesday morning the Canadian steambarge C. N. Pratt, which has been laid up at Windsor since last fall, took fire and was totally destroyed. The wind was blowing a gale, and owing to the distance from the engine house it was impossible to save her. Last winter she was set on fire, but was discovered in time to save her from destruction. She was built at Walkerville by Jenkins, in 1881, and rated A2, 368 tons burden. She was valued at $16,000 and insured for $5,000, with heavy mortgages hanging over her.

The new Canadian steambarge B. W. Arnold, it is stated, is the largest in the lumber trade, carrying 840,000 feet. This is an error, as the Hotchkiss, also Canadian, carries 1,000,000 feet in all weather.

HALL.

AMHERSTBURG.

The big five-masted schooner David Dows, in tow of the steamship George Spencer, ran on rocks at the Lime Kilns Friday morning at 2 o'clock. The water was well up at the time, and she went out eighteen inches. She struck the loose rocks which were blasted up a few days ago. The collector of customs was early (5 a. m.) on deck to attend to the usual red tape business of getting permits from the minister of customs at Ottawa, the collector not having power to grant a permit to allow American tugs to work on the Dows, which is in Canadian waters, on rocks blasted up with United States money. Be it said in favor of collector Gott that he was willing to allow the Spencer to work at the Dows in any shape they wished—either pulling or lightering. The Dows is out eight inches forward. She is drawing fourteen feet. The steamer George Spencer is drawing fifteen feet six inches. The Spencer did not touch. The Dows was out of the channel 100 feet, and lies opposite the Canada Southern railway abutments. The tugs A. J. Smith, Stranger, and Shaughraun were granted permits and pulled on her with the International, but could not budge her. The tug International has gone to Windsor for two lighters. The Dows has 2,000 tons of coal from Cleveland to Duluth, part of which will be lightered. After she was lightered off on Saturday morning by having 150 tons of coal taken out of her she suddenly moved off with the current, which is very strong at that point and drifted down upon Dunbar's dredge Wild Irishman, which was anchored for the night on the works. The Dows struck her with such force that the dredge sunk, leaving only her smokestack and spuds above water. The steam drill which was at work below the dredge lifted her spuds and drifted away with the current before the Dows arrived on the spot. The Irishman is one of the largest dredges on the lakes, and is a very valuable piece of property. Is is not known how much she is damaged, but it is believed her injuries will amount to several thousand dollars, and the accident will undoubtedly seriously delay the contractor, who was making every effort to finish the west cut this fall, when the ranges could be moved and vessels passing go to the west of the works next season. The Dows was picked up by tugs and continued on her way up for Duluth in tow of the steamer George Spencer.

BAY CITY.

Special to the Marine Record.

At the McKennon Manufacturing Company's this week the following craft have been repaired: Tug Witch of the West, new flue sheet, fire box, etc.; tug Waldo A. Avery, new steel heater and minor repairs to boiler; tug E. V. Munday, new exhaust and washout; tug Tom Maytham, new stack braces and repairs to boiler.

The propellers Fred McBrier, C. F. Curtis, Passaic, and Lowrie, and their consorts all left the river Monday.

George Ford, the machinist, has libeled the steambarge White & Friant, on a claim growing out of a contract to put in one of Shuttle & Co.'s condensers. The owners of the White & Friant claim the condenser was never properly put in and consequently could not work satisfactorily, and reist payment on these grounds.

Freight rates remain stiff, and are quoted as follows: Bay City to Buffalo, $1.50; Bay City to Ohio, $1.25; East Saginaw to Buffalo, $1.62½; East Saginaw to Ohio, $1.37½.

Shippers seem to be getting anxious, and as a result an unusually large amount of lumber is offering, with but few carriers on the river to take it. Vessel men feel confident of a 25c. rise to Buffalo before another week.

The schooner Charles Crawford that was on the rocks south of the Charities last week, has been thoroughly repaired, after having been pumped out by the fire tug Charles Lee.

Captain John Dawson, formerly master of the fire tug Charles Lee, has been transferred to East Saginaw for duty on the fire tug C. M. Farr.

The barge Transport, Captain Harry May, sprung aleak on her last trip down from this port, bound for Toledo, in tow of the propeller Tempest. She was docked on her return trip at Whittauer's and found to be in need of some new planking under her port quarter.

SHAW.

DULUTH.

A survey has been held on the schooner Guido Pfister, ashore near the piers here. Captain George McLeod, in the interest of the insurance companies, was seen on board of her making an examination. He had with him a tug load of captains. They all expressed surprise to see such a strong vessel so badly broken, but, upon examination and soundings, it was discovered that the sand or gravel had washed away under her bows, and that the sea in washing aboard of her caused such a heavy strain forward that she had broken in two at the forward end of the centerboard box and was so badly twisted out of shape that it has been decided to abandon her. Alex McDougall, of this place, has contracted to strip her of her anchors, chains, booms, etc., also to get all the coal possible out of her, and delivor it to Superior City, where it was originally consigned. It it supposed one half of the cargo or more may be saved.

TOLEDO

Special to the Marine Record.

Tug Mary A. Green which has been laid up for some time, to have her cylinder bored out, and other repairs, is out again, ready for business.

Steamer J. K. Secor, which was built here, and owned by J. C. and J. H. Davis, has been traded for the steamer Ingerson, of Port Clinton. The Ingerson comes to Toledo, and the scow goes to Port Clinton.

J.

CLAYTON.

Special to the Marine Record.

The steamer J. F. Maynard has gone into winter quarters at Ogdensburg where repairs will be made.

The traffic on the river has been somewhat dull for the past two weeks.

The steamer Ontario has not been laid up yet, but will probably go into winter quarters ere long. Parties wishing for a good boat can purchase at a reasonable rate.

FRANKFORT.

Special to the Marine Record.

On Sunday the fine little steambarge Susie Chipman was sheltered in Frankfort harbor. She was built last winter at Milwaukee, and is a good business craft. She is owned by Chipman & Roesser, commission merchants, of Milwaukee, who also own schooners Lydia E. Roesser, Leo, etc. Less than ten years ago Chipman was an engineer on the lakes, but made a break and commenced operations at Milwaukee, and is now the leading contractor of the Cream city.

The tug Alice Campbell will receive new decks and upper works this winter, and will tow at Charlevoix next season.

Tug St. Mary will receive a new steel boiler the coming winter. A. E. Banks, a lumberman, has purchased one-half interest in this craft.

Tug L. Q. Rawson will soon receive a new boiler, now being made by Paul Hopkins, of Manistee. Captain Robertson is bound to have everything first-class.

The fish tug Gale has arrived from Muskegon, and will fish out of this port. On Saturday, her first lift, she struck a veritable bonanza, bringing in 9,000 lbs. large trout, caught near South Fox reef. This is the largest haul on the lakes for some time past. They were caught with a gang of 140 gill nets.

BURMEISTER.

PORT HURON.

The tug Porter broke her crank pin and burst her steampipe off Lakeport Monday morning, killing the cook, William Kirbley, and scalding the second engineer, Thomas Arfinett slightly. The Porter's damage is such that she will not be out again this season.

Hector McFee, an old resident of Sarnia, and a sailor of thirty year's experience, left on Sunday night last on board the schooner Wawanosh, bound for Tonawanda. When on Lake Erie the vessel met with a fearful gale, and while the crew were engaged in shortening canvas, McFee was washed overboard and drowned.

The yacht Permelia (nee) One Hundred ran from Port Huron to St. Clair the other day in 35 minutes. Now what is the best time the steamer Mary has made lately?

On account of the steamer Idlewild breaking some part of her machinery on Monday last near the Star Island House, the steamer Mary has been running to Detroit in the Idlewild's place during the past week.

GRAND HAVEN.

Monday the schooner S. P. Wilson left Grand Haven for Chicago with a cargo of slabs. She encountered a fierce gale and heavy seas and was compelled to turn back for shelter. Before reaching Grand Haven she sprung a leak and made water so rapidly that she waterlogged. A signal of distress was set in the rigging and responded to by the passenger steamer Wisconsin. The Wisconsin towed the sinking vessel as far as the piers, where the line parted and the Wilson was driven on the beach, where she is a total loss. Her deck and masts have already been carried away, and the hull will probably pound to pieces. The crew was rescued by the Grand Haven life savers. The Wilson was built at South Haven by Shaw in 1873, and measures 141 tons. She was owned by her master, who valued her at $3,500. No insurance.

PORT COLBORNE.

The lumber barge Seminole is sunk in eight feet of water near Rond Eau. She is loaded with a cargo of about 290,000 feet of lumber. The Seminole is one of the oldest barges on the lakes, having been built at Point Peninsular by Wilcox in 1848, and extensively repaired last year. She is owned by Captain Hunt, measures 179 tons, rates B2, and was valued at $3,000. She is uninsured. A wrecking outfit has been engaged at Port Colborne to go to her relief.

CHEBOYGAN.

The Thomas W. Palmer was released by tug Winslow after throwing overboard 700 tons of coal, and complete islands were formed where it was dumped. The diver here will make an examination of her. She is not leaking.

OSWEGO.

The fine of $500 recently imposed on the schooner St. Louis by the custom authorities, for not properly having a manifest, was today remitted by the government.

RACINE.

The tug Annie L. Smith will be sold at United States marshall's sale here next Friday. The Annie L. Smith measures 41 tons, was built at Chicago by Miller in 1868 and is valued at $6,000; classed A2.

MANISTEE.

Special to the Marine Record.

The schooner Mallita has gone into winter quarters here. There will be a number of others that will lay up during the next two weeks.

L.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record:

CHAPTER XL.

The season of 1847 closed with one of the most terrible disasters that ever visited the lake region, which was the destruction by fire of the propeller Phœnix on Lake Michigan with the loss of upwards of 190 lives. The Phœnix, commanded by Captain B. G. Sweet. While upward bound, on Sunday, November 2, at about 4 o'clock, some fifteen miles north of Sheboygan and several miles from the shore, a fireman on duty discovered flames on the under side of the deck, above the boiler. Mr. House, who was then on duty as engineer, discovered it at the same moment, when to all appearances the fire covered but a very small space. It spread, however, along the under side of the deck with the rapidity of a powder train, and notwithstanding three pumps and several lines of water buckets were put in operation immediately, it was found impossible to check the flames. A scene of the most terrible confusion ensued. The propeller was crowded with Holland emigrants, some of whom jumped overboard without support. Others ascended the shrouds, clinging in masses to the rattlings, up to the very crosstrees, from which, as the fire reached the combustible material, they were soon precipitated into the burning mass beneath. It was supposed that there were at least 250 souls (passengers and crew) on board, of which 25 were cabin passengers, 5 American steerage passengers, and 160 Hollanders. The prepeller Delaware arrived at the scene of disaster about two hours after the fire was discovered, and rendered all the assistance in her power to rescue those in the water. Captain Sweet had been confined to his berth for several days. He was saved in the small boat with several others of the crew and one or two passengers. The burning hull of the Phœnix was towed to the shore near Sheboygan. The engineer, Mr. House, saved himself on one of the fenders and several floating pieces, picked up in the water. The following list of cabin passengers' names, as far as they could be remembered by the clerk and engineer, together with a list of the crew, were given. The books were all lost. Names of the crew saved: Captain B. G. Sweet, Cleveland; M. W. House, Cleveland; H. Watts, 1st mate, Cleveland; R. Watts, 2d porter, Cleveland; Thos. S. Donahue, clerk, St. Clair, Michigan; John Moon, deck hand, Cleveland; A. T. Kelso, wheelsman, Ohio City; Michael O'Brien, fireman, Buffalo. Passengers saved: J. Long, residence unkhown; One Englishman, a sailor, name unknown. Names of the crew lost: D. W. Kellar, steward, Cleveland; Horace Tisdale, cabin boy, Cleveland; J. C. Smith, saloon keeper, Buffalo; John Newgent, fireman, Buffalo; Newell Merrill, 2d mate, Ohio City; Wm. Owen, 2d engineer, Toledo; H. Robinson, 1st porter, Chicago; Thos. Ferto, deck hand, St. Clair, Michigan; John Murdock, deck hand, Canada; Agnes ——, residence unknown; Geo. ——, deckhand, residence unknown; Thomas Halsey, colored, deck hand; —— Allen, colored cook, Detroit; another colored cook, unknown, and three others of the crew, names not known. Names of passengers lost, as far as known: J. Burros, grocer, Chicago; David Blish, Southport; Mr. West, lady and child, Racine; Mr. Heath and sister, Southport; Mrs. J. Long and child, residence unknown; and two Misses Hazelton, of Sheboygan, who were on their return home from the east, where they had been attending school. When all hope was lost of being saved they joined hands and jumped overboard together, and immediately disappeared from sight.

An extra from the Sheboygan Mercury stated the loss of life at 250 and over, and that the fire originated from the boilers not being filled with water and becoming heated so as to ignite the wood lying adjacent, and was not discovered until the flames burst forth, instantly enveloping the whole boat.

The Phœnix was built at Cleveland, was 350 tons burden, had been running two seasons, and was owned by Pease & Allen, of that city. At the time of her destruction she had a full cargo of merchandise.

Following are among the prominent marine disasters of 1847:

Brig Saltello, cargo wheat, sunk by propeller Manhattan in River St. Clair. Vessel new and on her first trip.

Schooner Rough and Ready, cargo of staves, run into by steamer Niagara on Detroit river, and damaged $200.

Steamer Albany broke her shaft and went ashore twenty miles below Mackinaw.

Schooner J. C. Dann capsized on Lake Erie. Several lives lost.

Schooner Cayuga, ashore near Chicago. Got off.

Steamboat New Orleans burst her cylinder off Madison dock.

Steamboat Constitution struck the wharf at Sandusky and sunk.

Schooner Merchant foundered in Lake Superior with eleven lives.

Brig Orleans, cargo of beef, pork, and flour, ashore on Wind Mill Point, Lake St. Clair. Cargo damaged.

Schooner Brothers, cargo of fish, stranded at same place.

Steamboat Saratoga, one of her boilers gave out ten miles below Cleveland.

Steamer Fashion broke her shaft on River St. Clair.

Schooner Hale (new) ashore at Southport, Lake Michigan. Cargo, 10,000 bushels of wheat. Insurance on cargo, $2,000.

Steamer Detroit burst her cylinder at the Sault and was towed to Detroit by steamer Sam Ward.

Propeller Porter, stranded at Conneaut. 150 bbls. of corn meal were thrown overboard, and some flour.

Brig Francis Mills, cargo of staves, sunk off Erie.

Schooner Aurora Borealis on a reef near Malden and sunk. Cargo of staves. Raised.

Steamer Troy broke both cylinder heads, ten miles below Fairport.

Schooner Lawrence (new) on a reef near Malden. Cargo of wheat which was damaged.

Steamer Constitution, cargo of flour, on rocks near Malden, and released by the steamer General Scott.

Steamer Canada, damaged by heavy weather on Lake Erie.

Schooder Owanongah, cargo wheat, ashore near Fairport. Cargo damaged.

Steamer Chesapeake, sunk by collision with schooner John F. Porter, off Conneaut. Total loss with eleven lives. Schooner Porter, cargo of corn and pork, total loss also.

Steamer Oregon collided with brig Empire on Lake Huron, losing one wheel and otherwise damaged.

Steamboat Bunker Hill, damaged by collision with propeller Princeton on Lake Erie.

Schooner Ellen Parks, damaged by collision with brig Odd Fellow near Buffalo, $300.

Steamer Waterloo, damaged by collision with the schooner Outward Bound, at Buffalo, $200.

Steamer London sunk a vessel near Malden, name unknown.

Steamer Albany broke a wheel on River St. Clair.

Steamer Empire stranded at the Flats; delayed 32 hours.

Steamer Louisiana struck Chicago pier and damaged $200.

Steamer Sultana, a like casulty at same time, $100.

Steamer Great Western, a like casulty at same time, $200.

Steamer Detroit collided with brig S. F. Gale at Chicago, $200.

Steamer A. D. Patchin broke her engine on Lake Michigan and was towed to South Manitou by propeller Genesse Chief.

Steamer Governor Marcy went ashore near Van Buren, Lake Erie, with a full load for Erie.

Brig Clarion, cargo wheat, dismasted below Erie.

Schooner Nightingale, cargo wheat, dismasted on Lake Erie.

Steamer Louisiana broke her shaft twenty miles below Cleveland.

Brig Wm. Monteith collided with schooner Courier and was damaged $500. Courier's damage not stated.

Propellers Racine and Pocohontas collided at the mouth of Detroit river. Damage to each, $200.

Steamer Superior, standed on the rocks near Silver Creek and damaged $2,000.

Steamer Rochester struck Cleveland pier. Damaged $300.

Schooner Marshal Ney, cargo flour, run on Bird Island reef; got off.

Steamer John Owen broke her walking beam, head of Lake Erie, and was towed to Detroit.

Steamer Saratoga collided with schooner Georgiana near Buffalo. Damaged $200 each.

Steamer Nile collided with steamboat Wisconsin on St. Clair river.

Steamboat Missouri, on a reef five miles below Cattaraugus.

Steamboat Cleveland collided with unknown vessel near Three Sisters.

Steamboat Bunker Hill broke her shaft off Dunkirk.

Brig Ellen Parker collided withbrig Cumberland near Buffalo, losing bowsprit, and while trying to get into port, went ashore below north pier.

Propeller Phœnix burned on Lake Michigan with 190 lives.

Mr. Torrence Tilly, of Massachusetts, rowned from steamer Empire in Lake Erie. Walked overboard while asleep.

John Gilmore and Austin Quested, of the schooner Ellen, drowned from small boat in Detroit river.

Richard Mullen drowned from schooner Magnolia, off Erie.

Dr. Prouty, Thomas Riches and William Flynn, drowned from a small boat in Sault rapids.

C. D. Cassels, aged 30 years, residence Detroit, drowned from schooner Ocean in Lake Superior.

Gilbert Wright, of Charlotte, N. Y., was drowned from propeller Genesse Chief while the latter was towing the Patchin.

Peter NcMurchy, 2d mate, drowned from propeller Delaware at Buffalo.

MISSISSIPPI RIVER IMPROVEMENTS

Of the many waterways which Congress yearly provides the means of improving none, perhaps is more worthy than the Mississippi River. When we consider the vast extent of country drained by this great stream and its tributaries, and the amount and importance of the commerce of which it is the highway, the appropriations for improvements, were they many times as large as usual, could not, if judiciously expended, be looked upon as excessive.

That large sums have been wasted in abortive attempts at improvement there is no doubt; and yet those who have studied the subject, and are aware of the progress that has been made, will doubtless incline to the belief that the money has not been altogether thrown away. During the seasons of flood, large amounts of alluvial matter are carred down stream by the waters, and deposited at various points, which, when the waters fall, are found to have formed into bars and shoals that greatly impede navigation.

Now, instead of trying, as in the old way, to dredge these—an endless and bootless task—or to cut through the slim parts of the bends, which soon leads to physical changes presenting other and not less formidable obstacles to navigation, an ingenious scheme has been devised to feed and re-enforce the river during the dry season, and thus deepen the channel ways without interfering with the natural processes continually alive.

It is a plan almost original in its inception, and while it has not yet been sufficiently developed to decide upon its ultimate feasibility, offers, it is thought, great promise of success.

This project, which is in charge of Major C. J. Allen of the engineers, may be described as involving the construction of reservoirs upon the headwaters of the Mississippi River and its tributaries. Major Allen proposes, as he says:

"To collect surplus water, principally from the precipitation of winter, spring, and early summer, to be systematically released so as to benefit navigation upon the reaches of the several streams below the dams, and also that of the Mississippi below Saint Paul. Alleviation of floods, in localities near the proposed reservoirs, expected to obtain to some extent, but control of extended floods or freshets covering long reaches not expected.

"In order that navigation may be benefited upon the Mississippi above the mouth of the Saint Croix, upon the Saint Croix, the Chippewa, and the navigable reaches of the Wisconsin, the system of dams proposed for each must be carried out, and no benefit of consequence to the Mississippi below Lake Pepin can be predicted unless the entire system is built.

These reservoirs are nearly completed, and Major Allen speaks of them in a recent report as likely to perform a valuable service. The gates of the Winnibigoshish dam were closed some time since for a period of a few weeks, as were also those of the Leech Lake dam. "During this short time," says Major Allen, "the surplus water collected in the two reservoirs amounted to about 12,000,000,000 cubic feet."

These dams constitute only a portion of the system of dams which it is proposed to use in aiding navigation on the Mississippi; and when their influence upon the main stream shall have been thoroughly tested, it will become apparent whether or not an extension of the system is advisable.—*Scientific American.*

DEATH OF CAPTAIN PETER BROWN.

Captain Peter Brown died at a late hour last Friday night. His remains will be cared for by past friends, and will probably be sent to Oswego for burial. Captain Brown, better known as "Dutch Pete," while engaged in putting on a hatch on board the steambarge H. E. Packer, fell headlong into the hold, a distance of nearly 22 feet, and received injuries which the physicians said prove fatal. Captain Brown was employed aboard of the Packer in the capacity of a watchman, his age and infirmities debarring him from occupying a better position. For years Captain Brown was one of the best known men on the lakes, not only for his quaint, eccentric manners, but also for his splendid seamanship. He commanded vessels sailing out of Oswego for years, and was always recognized as a thorough seaman.

The three Chinese ironclad corvettes, Ting Yuen, Tai Yuen, Chen Yuen built in Germany, by the Vulcan shipbuilding Co., Stettin, have now, after a detention of nearly 2 years, on account of the Franco-Chinese conflict, been permitted to proceed to China. Meanwhile the vessels have been fitted with all modern improvements, an electric illumination, torpedo apparatus, etc., and with their strongly armored hulls and a speed of 14½ to 15 knots they will form a valuable addition.

ICE INTERCEPTOR.

Captain W. J. Keays is at present at Point Edward in the interest of his scheme for keeping navigation open during the winter at the ferry crossing. Captain Keays has secured a patent for his interceptor; has associated with himself Captain F. I. Merryman, of this city, and other gentlemen of experience in such matters, and has made arrangements to provide the $20,000 required to construct the barricade, in case he succeeds in making a bargain with the authorities of the G. T. R. The ice interceptor is to be a V-shaped boom, composed of three tiers of heavy pine timbers, pointing up stream, fastened with three heavy chains from the apex to anchors in the bed of the lake, while the ends of each "leg" will be fastened firmly to the river shore. The sides will be each a thousand feet long, and as the river is there a thousand feet wide, the affair will look like a right angled triangle, and will be supported by buoys, and kept in place by ten or more strong wire cables on each side, brought over stay-posts on the banks to anchorage on shore. Captain Keays has confidence that his invention will hold against any ice pressure that can occur, and believes that its adoption by the railway people will give an open crossing all the year round between Fort Gratiot and Point Edward, and Port Huron and Sarnia.—*Port Huron Commercial.*

NAUTICAL NOTES.

The wrecking tug Frank Moffat arrived at Chicago on the 17th, towing the barge Favorite, which recently met with serious trouble in Lake Superior. The Favorite is in good shape so far as outward appearances go, but there is a suspicion that her bottom is badly done up. She will be placed in drydock for general repairs.

A Toronto dispatch says the navigation season just closing has been the worst known for years. The Canadian Pacific Company's line, between Owen Sound and Port Arthur, is the only one to report a decided improvement. Keen competition, low rates, and small-pox have been the principal drawbacks, the small-pox epidemic being the sole cause of several steamers lying up.

Testimony in the case of the canal boat sunk early in the season in the harbor with a cargo of grain on account of a collision with the barge Manitowoc was begun before a referee yesterday. The owners of the Manitowoc and also the owners of the tugs Alpha and Oneida, which were towing the barge and the boat at the time, resist the libels levied on their craft, and a long litigation is probable.—*Buffalo Express.*

"Mr. Shanahan, superintendent of public works, Elnathan Sweet, state engineer, and Mr. Evershed, district engineer," said a gentleman connected with the canal, "are expected here to-morrow, and will make an inspection of the entire length of the canal with a view to the advisability of its being widened and deepened. These investigations will be thorough and extensive, and their results will be looked forward to with much interest by canal men and the people at large."—*Buffalo Express.*

The Belleville Intelligencer of Saturday says that three of the four barges which lay for a number of years scuttled in the mud on the opposite side of the bay, namely the England, Ireland and Scotland, have been pumped out and floated. They are built of oak and their bottoms are in good condition. The fourth, which is of tamarac, was not considered worth raising. These craft were built by Chaffey Brothers, at Brockville in 1863. Captain Dobbie, their former owner, was expected in Belleville Saturday night to complete the sale. The barges, says the Kingston News, will be taken to Sorel, where they will be rebuilt by Mr. Paradis and placed in the coal trade between Oswego and Montreal. The M. T. Company thought of buying the boats.

A report from Cheboygan states that Ira Owen's fast little steamer Minnie M. continues to wear the champion fast broom thereabouts. Ever since she went to the Straits she has been considered the fastest vessel in that part of the lakes, having successively beaten all the other fast boats whenever they tried a "brush" with her. Recently the propeller Faxton cleared from Cheboygan with the Minnie M. and attempted to get to Mackinac first. The latter vessel, however, reached her dock just three hours in advance of the Faxton, and was well on her way to the Sault river when the Faxton reached Mackinac. While bound up the Sault that day the Campana, the fast Clyde-built steamer of the Canadian Pacific line, undertook to "show her heels" to the fast little Chicago craft, and she, too, was easily outdistanced. With one or two exceptions the Minnie M. is the fastest thing afloat on fresh water. A record of her time will be made shortly.—*Inter Ocean.*

Last evening the News gave an account of how the accident to the barges Adventure and Beaufort occurred. Mr. Jas. Stewart has returned from the Galops and gives further particulars. He says that after the boats struck and broke loose, a yawl was sent from the Dakota to the Adventure for the crew, and all left her except Captain Pregent, to whom a line was afterward thrown from the Dakota, with the expectation that the sinking boat could be pulled into shallow water before going down. Such could not be done, however, and the captain, getting foul of the rope, was thrown overboard and some thirty feet into the water. When the deck of the Adventure got even with the water her hatches flew into the air with a loud noise and she went down bow first, dumping the stones in her descent. Captain Donnelly says she cannot be raised, as the current runs at the rate of ten miles an hour. But regarding Captain Pregent, he had to swim with the current fully a mile and a half before being picked up by the tug. He was almost exhausted. Mr. Reid, of the Cardinal starch works, kindly loaned Mr. Stewart a steam yacht to explore the vicinity.—*Kingston News.*